

timing of revenue collection. For this purpose "working capital" shall be considered to represent the sum of total current assets (balance sheet Account 1499) and other deferred charges (balance sheet Account 1890) less the sum of total current liabilities (balance sheet Account 2199) and total deferred credits (balance sheet Account 2399). The procedure for effecting investment allocations shall provide for the allocation of aircraft by type, with direct assignment to all-cargo service of aircraft types used exclusively in this service and allocation of other aircraft types on the basis of aircraft days assigned or similar measure of use. Other operating property and equipment items shall be assigned directly to the extent practicable, and the remainder allocated on a reasonable basis. A similar procedure of allocating items directly, to the extent practicable, and otherwise on the basis of the relative contribution to each service shall be used with respect to investments, equipment purchase deposits, and other special funds. In keeping with the treatment of nonoperating income, no allocation of nonoperating assets shall be made to the all-cargo services.

4. By adding new Schedule P-1A with related instructions to section 24—Profit and Loss Elements, immediately following the text for Schedule P-1.2—Income Statement, as follows:

**Schedule P-1A—Operating Statement—Scheduled All-Cargo Services**

(a) This schedule shall be filed by all route air carriers except local service air carriers, helicopter air carriers, and exclusively intra-Alaskan or intra-Hawaiian carriers, for each calendar quarter. This schedule need not be filed for any period in which the data reflected in Schedule P-1—Income Statement reflect either scheduled cargo services exclusively, or nonscheduled cargo services exclusively, provided explanation to this effect is placed on Schedule P-1.

(b) Separate sets of this schedule shall be filed for each separate operating entity of the air carrier.

(c) Data reported on this schedule shall conform with the instructions pertaining to profit and loss classifications within this Uniform System of Accounts and Reports.

(d) Data reported in the "12-Months-to-date" column shall represent for each individual item the sum of amounts reported in the "Quarter" column for the current and next previous three quarters.

**NOTE:** This provision shall not apply with respect to the first three quarters for which the initial report is filed. For these first three quarters, the data to be reported in the "12-Months-to-date" column may be developed directly without reference to the individual quarters.

(e) Transport revenues of each property class shall be separately identified and assigned directly to scheduled all-cargo services or to other services actually used. Amounts assigned to scheduled all-cargo services for the current quarter and the 12-month period, respectively, shall be reported in the two

data columns applicable to the Transport Revenue section of this schedule.

(f) Incidental revenues, each indicated classification of operating expenses, and income taxes shall be allocated between scheduled all-cargo and other services in accordance with a procedure which shall be submitted with the initial report as provided in section 22(d). With respect to aircraft operating expenses, the procedure shall provide for allocating flying operations, maintenance of flight equipment, and depreciation and amortization of flight equipment by aircraft types on a basis consistent with the aircraft operating expenses reported on Schedule P-5. The "servicing administration" subfunction shall be pre-allocated between the "aircraft servicing" and "traffic servicing" subfunctions. Income taxes allocated to all-cargo services shall reflect, as applicable, either the tax charges associated with profits or the tax reductions associated with losses of all-cargo services. Amounts allocated to scheduled all-cargo services for the current quarter and the 12-month period shall be reported in the appropriate data column for the incidental revenue or operating expense sections of this schedule, as applicable.

5. By adding new Schedule T-3A with related instructions to section 25—Traffic and Capacity Elements, immediately following the text for Schedule T-3—Quarterly Statement of Aircraft Operating Statistics, as follows:

**Schedule T-3A—Aircraft Statistics—Scheduled All-Cargo Services**

(a) This schedule shall be filed by all route air carriers except local service air carriers, helicopter air carriers, and exclusively intra-Alaskan or intra-Hawaiian air carriers, for each calendar quarter. This schedule need not be filed for any period in which the data reflected in Schedule T-3—Quarterly Statement of Aircraft Operating Statistics reflect either scheduled cargo services exclusively, or nonscheduled cargo services exclusively, provided explanation to this effect is placed on Schedule T-3.

(b) Separate sets of this schedule shall be filed for each separate operating entity of the air carrier.

(c) All data reported on this schedule shall be reported by aircraft type and shall conform with the instructions pertaining to traffic statistics within this Uniform System of Accounts and Reports.

(d) Data reported in the "12-Months-to-date" column shall represent for each individual item the sum of amounts reported in the "Quarter" column for the current and next previous three quarters.

**NOTE:** This provision shall not apply with respect to the first three quarters for which the initial report is filed. For these first three quarters, the data to be reported in the "12-Months-to-date" column may be developed directly without reference to the individual quarters.

[F.R. Doc. 64-9451; Filed, Sept. 16, 1964; 8:49 a.m.]

## DEPARTMENT OF AGRICULTURE

### Agricultural Marketing Service

[7 CFR Part 984]

### WALNUTS GROWN IN CALIFORNIA, OREGON, AND WASHINGTON

#### Expenses and Rates of Assessment for 1964-65 Marketing Year

Notice is hereby given that there is under consideration a proposal regarding expenses of the Walnut Control Board and rates of assessment for the 1964-65 marketing year which began August 1, 1964. The proposal, which is based on the recommendation of the Walnut Control Board and other available information, would be established pursuant to amended Marketing Agreement No. 105 and Order No. 984 (7 CFR Part 984), regulating the handling of walnuts grown in California, Oregon, and Washington, effective under the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674).

Consideration will be given to any written data, views, or arguments pertaining to the proposal which are received by the Hearing Clerk, United States Department of Agriculture, Room 112, Administration Building, Washington, D.C. 20250, not later than ten days after publication of this notice in the FEDERAL REGISTER. All written submissions made pursuant to this notice should be in quadruplicate and will be made available for public inspection at the office of the Hearing Clerk during regular business hours (7 CFR 1.27(b)).

The proposal is as follows:

**\$ 984.316 Expenses of the Walnut Control Board and rates of assessment for the 1964-65 marketing year.**

(a) **Expenses.** The expenses that are reasonable and likely to be incurred by the Walnut Control Board during the marketing year beginning August 1, 1964, in accordance with § 984.68, will amount to \$120,400, and the Board is authorized to incur such expenses.

(b) **Rates of assessment.** The rates of assessment fixed for said marketing year, payable by each handler in accordance with § 984.69, shall be 0.10 cent per pound for merchantable inshell walnuts and 0.20 cent per pound for merchantable shelled walnuts.

Dated: September 14, 1964.

PAUL A. NICHOLSON,  
Deputy Director,  
Fruit and Vegetable Division.

[F.R. Doc. 64-9453; Filed, Sept. 16, 1964; 8:49 a.m.]

### Agricultural Research Service

[9 CFR Part 92]

### IMPORTATION OF ANIMAL SEMEN

#### Notice of Extension of Time To Submit Written Data, Views, or Arguments

On May 29, 1964, there was published in the FEDERAL REGISTER (29 F.R. 7122) a



notice of proposed amendments of Part 92, Subchapter D, Chapter I, Title 9, Code of Federal Regulations, as amended, with respect to proposed procedures under which the semen of ruminants or swine from certain countries where rinderpest or foot-and-mouth disease exists may be imported into the United States. Said notice provided that any person could submit written data, views, or arguments concerning the proposed amendments within 60 days after publication thereof in the FEDERAL REGISTER.

On August 8, 1964, there was published in the FEDERAL REGISTER (29 F.R. 11458) a notice of extension of time which provided that any person could submit written data, views, or arguments regarding the proposed amendments on or before August 31, 1964.

Because of the intense interest which has been manifested in the proposed amendments and in order to provide all interested persons sufficient opportunity to adequately prepare and present their views, it now appears desirable to afford further additional time for the submission of comments with respect thereto. Accordingly, any person may submit written data, views, or arguments regarding the proposed amendments with the Director, Animal Inspection and Quarantine Division, Agricultural Research Service, U.S. Department of Agriculture, Federal Center Building, Hyattsville, Md., 20781, on or before November 30, 1964.

All written submissions made pursuant to this notice will be made available for public inspection at such times and places and in a manner convenient to the public business (7 CFR 1.27(b)).

Done at Washington, D.C., this 11th day of September, 1964.

GEORGE W. IRVING, JR.,  
Acting Administrator,  
Agricultural Research Service.

[F.R. Doc. 64-9429; Filed, Sept. 16, 1964;  
8:47 a.m.]

## FEDERAL AVIATION AGENCY

[14 CFR Part 61 [New]]

[Reg. Docket No. 6204; Notice 64-42]

### PILOT RATING REQUIREMENTS

#### Notice of Proposed Rule Making

The Federal Aviation Agency is considering an amendment to Part 61 [New] to require, for specified operations, the following aircraft ratings, flight checks, or aircraft familiarization flights for a pilot in command holding a private, commercial, or airline transport pilot certificate:

(a) All aircraft operations in large aircraft or in small turbojet powered airplanes—category,<sup>1</sup> class,<sup>2</sup> and type<sup>3</sup> rating required.

(b) All small aircraft operations (other than turbojet powered airplanes) for compensation or hire, or for which

the pilot in command receives compensation or hire, and all aircraft operations carrying another person—

(1) Small complex aircraft—category<sup>1</sup> and class<sup>2</sup> rating, and flight check required; or

(2) Other small aircraft—category<sup>1</sup> and class<sup>2</sup> rating required.

(c) Any other aircraft operations in small aircraft—familiarization flight required.

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should identify the regulatory docket or notice number and be submitted in duplicate to the Federal Aviation Agency, Office of the General Counsel: Attention Docket Section, 800 Independence Avenue SW., Washington, D.C., 20553. All communications received on or before December 31, 1964, will be considered by the Administrator before taking action on the proposed rule. The proposal contained in this notice may be changed in the light of comments received. All comments submitted will be available, both before and after the closing date for comments, in the Docket Section for examination by interested persons.

Since the objectives of the proposal involve various pilot ratings requiring, in some cases, more than one amendment to the same section, the Agency has incorporated several proposals in this package amendment instead of issuing a separate notice of proposed rule making for each proposal.

The following is a brief explanation of the principal proposals involved in this package amendment.

1. *Large aircraft.* Under this proposal, no person may act as pilot in command of any large aircraft unless he holds a category, class, and type rating for that aircraft. The speed, complexity, and operating characteristics of large aircraft require the pilot in command to demonstrate his ability to pilot the category, class, and type of large aircraft being operated regardless of the type of activity in which the aircraft is engaged.

An authorization to deviate from this and certain other requirements contained in this proposal is made in proposed § 61.16 (General Limitations) when compliance with the regulations would be impractical, such as piloting single-place aircraft in preparation for a required type rating, or during the qualifi-

a broad classification of aircraft. Examples include: airplane; rotorcraft; glider; and lighter-than-air.

<sup>2</sup> The word "class" is defined in FAR Part 1 as follows: "Class"—(1) As used with respect to the certification, ratings, privileges, and limitations of airmen, means a classification of aircraft within a category having similar operating characteristics. Examples include: single engine; multiengine; land; water; gyroplane; helicopter; airship, and free balloon.

<sup>3</sup> The word "type" is defined in FAR Part 1 as follows: "Type"—(1) as used with respect to the certification, ratings, privileges and limitations of airmen, means a specific make and basic model of aircraft, including modification thereto that do not change its handling or flight characteristics. Examples include: DC-7, 1049, and F-27.

cation of pilots on a new type of aircraft. An authorization would be issued by a Flight Standards District Office only when it has determined that an equivalent level of public safety may be obtained through appropriate limitations similar to those applied to experimental aircraft.

2. *Small turbojet powered airplane.* The pilot in command of a small turbojet powered airplane would be required to have a category, class, and type rating for that airplane. The performance, environment, and operating characteristics of small turbojet powered airplanes are very similar to those of large turbojet powered airplanes. They are so refined that improper or inept handling is likely to be immediately critical. Therefore, the pilot in command of a small turbojet powered airplane should demonstrate his competency to pilot those airplanes by obtaining a type rating for the particular type of airplane involved.

3. *Small complex aircraft.* A pilot would be required to obtain before operating a small complex aircraft that is carrying another person, that is operated for compensation or hire, or for which the pilot receives compensation or hire, a category and class rating, and a flight check in that type of aircraft. Under this proposal, a small complex aircraft is defined as a small helicopter or turbopropeller powered airplane, or each type of small airplane that is equipped with—(1) retractable landing gear, (2) flaps, and (3) controllable pitch propeller.

The Administrator would specify similar models of each make of aircraft that are considered to be of the same type for the purposes of a "small complex aircraft" qualification. These would be listed in an Advisory Circular, as is presently done for large aircraft type ratings in Advisory Circular 61-1. A successful flight check in any aircraft in a group would be considered as qualifying for all aircraft of that group.

The frequency and variety of small complex aircraft accidents demonstrate a need for careful and supervised check-outs in those aircraft. Familiarity with, and knowledge of, one type of aircraft does not necessarily apply to another because of different operating systems and performance characteristics.

The required flight check would duplicate in that type of aircraft the procedures, maneuvers, and techniques required for the issue of an additional class rating. In the case of an airplane, the instrument flight demonstrations required of an applicant for the private or commercial pilot flight test, as appropriate to the certificate held by the pilot being flight checked, would also be included in the flight check. The holder of an airline transport pilot certificate need only meet the commercial pilot flight check requirements. A logbook endorsement for a complex aircraft flight check would remain valid when a different grade of pilot certificate is obtained by the pilot.

The flight check would be given only to those pilots who hold a category and class rating. Pilots holding a type rating (helicopter, for example), or pilots who, while holding an appropriate category

<sup>1</sup> The word "category" is defined in FAR Part 1 as follows: "Category"—(1) as used with respect to the certification, ratings, privileges, and limitations of airmen, means



and class rating, have logged flight time before the effective date of the amendment in the aircraft to be flown, would not need the flight check.

The proposal excepts those pilots employed by a certificated air carrier or a commercial operator who are flight checked in the small complex aircraft to be flown by the operator employing them under an FAA approved pilot training program.

The flight check could be given by either an FAA inspector or certificated flight instructor. Section 61.177 would be revised to also require a flight instructor to meet the proposed flight check requirements of § 61.16(b), according to the pilot certificate he holds, before giving a small complex aircraft flight check and endorsing a logbook for that flight check.

4. *Category and class rating for small aircraft.* A pilot in command of a small aircraft would be required to have a category (and class, if issued) rating for that aircraft when any other person is carried in the aircraft, when the aircraft is operated for compensation or hire, or when the pilot receives compensation or hire for piloting that aircraft.

This proposed requirement would result in requiring a certificated flight instructor to have a class rating (if issued) on his pilot certificate before giving flight instruction to a pilot-trainee not eligible to act as pilot in command of that aircraft when carrying another person.

5. *Familiarization flight for soloing small aircraft.* The present regulations permit a pilot (other than a student pilot) to solo any category or class of aircraft without being rated for that aircraft. To use an extreme example, the holder of a private pilot certificate with a glider category rating may, if he desires, solo a rotorcraft without having any familiarization with rotorcraft flying. Under this proposal, a pilot would need some experience, but not necessarily a rating, to solo a small aircraft. It is proposed to restrict the holder of a private, commercial, or airline transport pilot certificate from soloing a small aircraft not for compensation or hire unless he has met one of the requirements of proposed § 61.16(f).

This proposal would not apply to the holder of an airplane category rating when soloing gliders.

In connection with the principal proposals, several subsidiary proposals are made. First, the five principal proposals would be collected together in a new § 61.16 (General Limitations). Certain persons would be exempted from its provisions:

(a) The holder of a student pilot certificate, whose piloting activities would continue to be governed by Subpart B of Part 61.

(b) The holder of a pilot certificate with a lighter-than-air category rating when operating a free balloon.

(c) The holder of a pilot certificate when operating an aircraft in accordance with an FAA experimental or provisional type certificate.

(d) An applicant for a pilot certificate or rating when taking a flight test given

by an authorized representative of the Administrator.

(e) In certain cases, the holder of an authorization issued by a Flight Standards District Office.

Second, several clarifying amendments would be made in the regulations. An applicant for a type rating receiving a category rating or original issue of a pilot certificate based on that type rating flight test must also meet the other requirements for issue of that category rating or pilot certificate, as the case may be.

The requirements of § 61.17(g) for the issue of an additional type rating would apply to the original issue of a type rating. Present § 61.17(g) does not specify the requirements for original issue of a type rating.

The flight test maneuvers required of the holder of an airline transport pilot certificate applying for an airplane type rating or an additional airplane class rating would be clarified in proposed § 61.147(b).

Third, any pilot would be required to produce his logbook for inspection upon the request of, and after reasonable notice by, the Administrator, an authorized representative of the Civil Aeronautics Board, or any State or local law enforcement officer. This proposal would make the inspection of pilot logbooks consistent with § 61.41 (airline transport pilots) and is necessary due to the flight check endorsements to be made in pilot logbooks.

Fourth, a successful flight test or complex aircraft flight check would, under the proposal, satisfy the recent experience requirements of § 61.47 that are appropriate to the test or flight check. For example, a flight test for the issue of an instrument rating would meet the recent experience requirements of § 61.47(d) for the next six months.

Fifth, in connection with the introduction of new § 61.16, several existing sections would be amended because their substance would appear in that section. These sections are § 61.101 (private pilot), § 61.131 (commercial pilot), and §§ 61.159 and 61.165 (airline transport pilot). It is also proposed to amend the last sentence of § 61.159 (maneuvers required for a rating test) to include the rotorcraft maneuvers specified by § 61.155 since the present § 61.159 does not provide for rotorcraft ratings on an airline transport pilot certificate. The type rating requirements for airline transport pilots (§ 61.159—large or helicopter type ratings) are included in proposed § 61.16(a). The unconventional aircraft description required by § 61.149 for airline transport pilots has been deleted pending Agency review of the necessity for an unconventional aircraft type rating.

Sixth, the applicability of present § 61.15 (e) and (f) (exchange of pilot certificates with rotorcraft ratings) would be restricted to private or commercial pilots with a rotorcraft, helicopter, or autogiro category rating with no class rating. An airline transport pilot with one of those ratings would be permitted to exercise the privileges of that rating for a period of six months after

the effective date of this proposed amendment without exchanging his certificate for a new certificate containing class and type ratings under the rotorcraft category. Present paragraphs (e) and (f) of § 61.15 are not intended to apply to the holder of an airline transport pilot certificate with rotorcraft privileges limited to private or commercial pilot privileges.

The Agency has determined, however, that the holder of an airline transport pilot certificate with a helicopter or autogiro category rating, or a rotorcraft rating without a helicopter or gyroplane class rating, should exchange his certificate for a new certificate specifying the category, class, and type rating as now defined in § 61.15(a). Under the proposed rule, the holder of an airline transport pilot certificate must exchange his certificate for a new certificate with appropriate ratings within six months after the effective date of the proposed rule before continuing to exercise the rotorcraft privileges of that certificate. This is necessary as part of the Agency's program to standardize certificates and the ratings to be placed on the certificates.

Present paragraphs (e) and (f) of § 61.15 provide for the issue of a gyroplane class rating to pilots who qualified initially in helicopters and who have had at least 10 hours as pilot in command of a gyroplane within the 12-month period before July 12, 1962. The Agency proposes to delete this provision with regard to the holders of private or commercial pilot certificates because the recency of experience incorporated into the rule is no longer appropriate due to the lapse of time between now and the 12-month period specified in the rule. However, the holder of an airline transport pilot certificate would be given this privilege of exchange if he has had at least 10 hours as pilot in command of a gyroplane within the 12-month period before he applies.

In consideration of the foregoing, it is proposed to amend Part 61 [New] of Chapter I of Title 14 of the Code of Federal Regulations as follows:

1. By amending § 61.15 to read as follows:

**§ 61.15. Aircraft ratings.**

(a) The category ratings to be placed on private, commercial, and airline transport pilot certificates are—

- (1) Airplane;
- (2) Rotorcraft;
- (3) Glider; and
- (4) Lighter-than-air.

(b) When applicable, the airplane class ratings to be placed on private, commercial, and airline transport pilot certificates are—

- (1) Single-engine land;
- (2) Multiengine land;
- (3) Single-engine sea; and
- (4) Multiengine sea.

(c) Where applicable, the rotorcraft class ratings to be placed on pilot certificates are—

- (1) Gyroplane; and
- (2) Helicopter.

If he qualified originally in a helicopter he may obtain a gyroplane class rating without a further showing if he has had



at least 10 hours as pilot in command of a gyroplane within the 12-month period before he applies; however, he may not apply after 12 months after the last day of the month in which this amendment becomes effective).

(i) The holder of a certificate named in paragraph (e), (f), or (h) need not have a current medical certificate to make the exchange of ratings specified in those paragraphs.

2. By adding a new § 61.16 to read as follows:

**§ 61.16 General limitations.**

(a) *Type ratings required.* No person may act as pilot in command of any of the following unless he holds a type rating for that aircraft—

- (1) A large aircraft;
- (2) A turbojet powered airplane; or
- (3) A helicopter, for operations requiring an airline transport pilot certificate.

However, subparagraphs (1) and (2) of this paragraph do not apply to an aircraft operated under an authorization issued by a Flight Standards District Office.

(d) In addition to the category and class ratings in paragraphs (a), (b), and (c) of this section, the name of each type of large aircraft or turbojet powered airplane for which a pilot is rated is placed on his certificate if that type of aircraft is certificated by the Administrator for civil operations. In the case of airline transport pilots, a helicopter type rating is issued for each type of helicopter.

(e) The holder of a pilot certificate with a rotorcraft category rating issued before July 12, 1962, may not continue to exercise the privileges of that rating, but may, without a further showing of competence, exchange his rotorcraft category rating for a rotorcraft category rating with a class rating determined by the class of rotorcraft in which he originally qualified for a rotorcraft rating whether by flight test or on the basis of military competence.

(f) The holder of a pilot certificate with a helicopter or autogiro category rating may not continue to exercise the privileges of that rating, but may, without a further showing of competence, exchange his helicopter rating for a rotorcraft category rating with a helicopter class rating, and his autogiro category rating for a rotorcraft category rating with a gyroplane class rating, by presenting his certificate for exchange.

(g) Notwithstanding paragraph (e) or (f) of this section, the holder of an airline transport pilot certificate with—

- (1) A helicopter category rating;
- (2) An autogiro category rating; or
- (3) A rotorcraft category rating without a helicopter or gyroplane class rating; may continue to exercise the privileges of that rating until [six months after the effective date of this amendment].

(h) The holder of an airline transport pilot certificate with a rating specified in paragraph (g) may not exercise the privileges of that rating after [six months after the effective date of this amendment] unless he has, without a further showing of competence, exchanged his—

(1) Helicopter category rating for a rotorcraft category rating with a helicopter class and type rating;

(2) Autogiro category rating for a rotorcraft category rating with a gyroplane class rating; or

(3) Rotorcraft category rating without a class rating for a rating in accordance with paragraph (e) or (f) of this section, as applicable.

(b) *Small complex aircraft flight check.* No person may act as pilot in command of a small complex aircraft that is carrying another person or is operated for compensation or hire, nor may he, for compensation or hire, act as pilot in command of that aircraft, unless—

(1) He holds a type rating for that aircraft; or

(2) In addition to holding the appropriate aircraft category and class rating, he has—

(i) Acted as pilot in command of that aircraft type and logged that flight time before [the effective date of this amendment]; or

(ii) Passed a flight check in that type of aircraft, given by either a certificated flight instructor or an FAA inspector, and the person giving the flight check has endorsed in the applicant's logbook that the applicant has satisfactorily completed a flight check in that type of aircraft, and has entered his signature and flight instructor number, or FAA inspector title, as the case may be.

However, this paragraph does not apply to a pilot employed by an air carrier or a commercial operator who has been flight checked by his employer in the type of small complex aircraft to be flown, under a pilot training program approved by the Administrator, if the company check pilot or a certificated flight instructor has endorsed the pilot's logbook as specified in subparagraph (2) (ii) of this paragraph, together with the name of the employing operator.

(c) *Flight check maneuvers.* The flight check prescribed by paragraph (b) of this section duplicates in that type of aircraft the procedures, maneuvers, and techniques required for the issue of an additional class rating. In addition, in the case of airplanes, the pilot must show his ability to control the airplane in flight solely by reference to instruments under the standards of § 61.87(c) in the case of a private pilot, or § 61.117(c) in the case of a commercial pilot, or a certificated flight instructor.

(d) *Small complex aircraft definition.* For the purposes of this Part, a small complex aircraft means—

- (1) A small turbopropeller powered airplane;
- (2) A small helicopter; or
- (3) A small airplane equipped with—
  - (i) Retractable landing gear;
  - (ii) Flaps; and
  - (iii) Controllable pitch propeller.

(e) *Small aircraft: carrying another person or for compensation or hire.* Unless he holds a category (and class, if issued) rating for that aircraft, no person may act as pilot in command of a small aircraft that is carrying another

person, or is operated for compensation or hire, nor may he, for compensation or hire, act as pilot in command of that aircraft.

(f) *Small aircraft: soloing not for compensation or hire.* No person may act as pilot in command of a small aircraft in operations conducted other than under paragraph (e) of this section, unless he—

(1) Holds a category (and class, if issued) rating appropriate to that aircraft;

(2) Has soloed and logged that flight time in that category (and class, if issued) of aircraft before [the effective date of this amendment];

(3) Has made and logged at least three takeoffs and landings to a full stop in that category (and class, if issued) of aircraft, as the sole manipulator of the controls, while accompanied by a pilot who is entitled to carry passengers in that aircraft; or

(4) Has made and logged at least three takeoffs and landings to a full stop while operating under an authorization issued by a Flight Standards District Office.

However, the holder of a pilot certificate with an airplane category rating may solo gliders without complying with this paragraph.

(g) *Exception.* The rating limitations of this section do not apply to—

(1) The holder of a student pilot certificate;

(2) The holder of a pilot certificate when operating an aircraft under the authority of an experimental or provisional type certificate;

(3) The holder of a pilot certificate when taking a flight test given by the Administrator; or

(4) The holder of a pilot certificate with a lighter-than-air category rating when operating a free balloon.

3. By amending § 61.17 as follows:

a. By amending the section heading to read as follows:

**§ 61.17 Type ratings and additional aircraft ratings (other than airline transport and lighter-than-air).**

b. By amending paragraph (a) to read as follows:

(a) *General.* To be eligible for an additional aircraft rating (other than a type rating) after his certificate is issued to him, an applicant must meet the requirements of paragraphs (b) through (f) of this section as appropriate to the rating sought. Each applicant must perform the procedures and maneuvers specified in those paragraphs, as applicable, that are not required for the certificates and ratings that he already holds. An applicant for an original or additional type rating must meet the requirements of paragraph (g) of this section; however, if he is applying for a type rating and will receive a category rating or original issue of a pilot certificate based on that type of aircraft, he must also meet the other requirements for that rating or certificate, as the case may be.

c. By striking out the word "additional" in the heading to paragraph (g).



d. By amending the introductory text to subparagraph (g) (1) to read as follows:

(1) An applicant for an original or additional type rating must \* \* \*

4. By amending paragraph (f) of § 61.39 to read as follows:

(f) *Inspection of pilot logbooks.* A pilot who keeps a logbook under this section shall present it for inspection upon the request of, and after reasonable notice by, the Administrator, an authorized representative of the Civil Aeronautics Board, or any State or local law enforcement officer.

5. By adding the following new paragraph at the end of § 61.47:

(g) *Credit given for flight tests or checks.* A pilot who has successfully passed a flight test or complex aircraft flight check is considered to have complied with the paragraph of this section that is appropriate to the flight test or check.

6. By striking out paragraph (b) of § 61.101.

7. By amending § 61.131 to read as follows:

§ 61.131 General privileges and limitations.

(a) Subject to § 61.16, a commercial pilot may serve as pilot in command of an aircraft for compensation or hire.

(b) A commercial glider pilot may give flight instruction in gliders. A commercial lighter-than-air pilot may give flight instruction in lighter-than-air aircraft.

8. By amending § 61.147(b) to read as follows:

§ 61.147 Airplane rating: aeronautical skill.

(b) The holder of an airline transport pilot certificate who applies for an airplane type or additional airplane class rating must, for that type or class rating, pass a flight test involving the maneuvers listed in subparagraphs (a) (1) through (5), (7) through (14), (16), (17), (21), (22), and (24) through (31) of this section. The maneuvers required by subparagraphs (7), (8), (14), (16), (21), (22), (24), and (26) must be performed solely by reference to instruments.

9. By amending § 61.159 to read as follows:

§ 61.159 Additional ratings.

The holder of an airline transport pilot certificate who applies for an additional class or type rating must show that he is able to pilot aircraft of that class or type for which he seeks a rating, by performing the maneuvers listed in § 61.147(b) in the case of airplanes, or § 61.155 in the case of rotorcraft.

10. By striking out paragraph (b) and the paragraph designation "(a)" in § 61.165.

11. By adding the following new paragraph at the end of § 61.177:

(e) A flight instructor may endorse a pilot logbook for a small complex aircraft flight check only if he has given that flight check and has himself satisfied,

according to the pilot certificate he holds, the requirements of § 61.16(b) (1) or (2).

This amendment is proposed under the authority of sections 313(a), 601, and 602 of the Federal Aviation Act of 1958 (49 U.S.C. 1354, 1421, 1422).

Issued in Washington, D.C., on September 4, 1964.

G. S. MOORE,

Director, Flight Standards Service.

[F.R. Doc. 64-9409; Filed, Sept. 16, 1964; 8:45 a.m.]

## [ 14 CFR Part 159 [New] ]

[Reg. Docket No. 6205; Notice 64-43]

### NATIONAL CAPITAL AIRPORTS

#### Applicability of Virginia Motor Vehicle Law on National Capital Airports

The Federal Aviation Agency has under consideration a proposal to amend Part 159 [New] of the Federal Aviation Regulations. It is proposed to amend the provision which gives notice of the applicability of the Virginia motor vehicle operation laws at the airport by incorporating prohibitions of these laws in Part 159 of the Federal Aviation Regulations.

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should identify the regulatory docket or notice number and be submitted in duplicate to the Federal Aviation Agency, Office of the General Counsel: Attention Rules Docket, 800 Independence Avenue SW., Washington, D.C., 20553. All communications received on or before November 9, 1964, will be considered by the Administrator before taking action on the proposed rule. The proposal contained in this notice may be changed in the light of comments received. All comments submitted will be available, both before and after the closing date for comments, in the Docket Section for examination by interested persons.

Knowing and willful violations of rules in this part constitute petty offenses and are subject to the maximum penalty of a fine of \$500 and imprisonment for six months (Section 5 of the Washington National Airport Act of June 29, 1950, 54 Stat. 686, as amended, 61 Stat. 94, and Section 10 of the Second Washington Airport Act of September 7, 1940, 64 Stat. 770, as amended; 18 U.S.C. 1(3); § 159.171). As noted in § 159.11, a federal statute makes the laws of the Commonwealth of Virginia governing operation of motor vehicles on public highways apply on the airports. This includes the penalties provided in these laws which in many instances are greater than those for violations of Part 159.

To simplify enforcement and make it more uniform, it is proposed to add a new provision to Part 159 to the effect that the prohibitions of the Virginia motor vehicle traffic regulation laws which carry those higher penalties are incorporated into Part 159 by reference. Violations of these prohibitions could

then be prosecuted as petty offenses under the same maximum penalties as violations of other provisions of Part 159 and would then be cognizable before United States Commissioners unless the person charged elects to be tried in the United States District Court, 18 U.S.C. 3401.

In consideration of the foregoing, it is proposed to amend Part 159 [New] of the Federal Aviation Regulations, 14 CFR Part 159:

1. By amending § 159.11 to read as follows:

§ 159.11 Applicability of Virginia laws.

(a) Section 13 of Title 18 of the United States Code makes applicable on Dulles International Airport and on Washington National Airport the laws of the Commonwealth of Virginia governing operation of motor vehicles on public highways to the extent that those laws are not inconsistent with this part.

(b) The rules of conduct and prohibitions of Chapter 4, Regulation of Traffic, of title 46.1, Motor Vehicles, of the Code of Virginia, 1950, as amended, which carry penalties greater than a fine of not more than \$500 or imprisonment not exceeding six months, or both, are hereby incorporated by reference as provisions of this part to the extent that they are applicable by their terms to the circumstances at the airport and not inconsistent with provisions specifically set forth in this part. The penalties provided by Virginia law for violations of these rules and prohibitions are not incorporated.

2. By amending § 159.171(a) to read as follows:

(a) Any person who willfully and knowingly violates a rule prescribed in this Part, including any provision incorporated by reference, or an order or instruction issued \* \* \* (remainder unchanged).

These amendments are proposed under the authority of the Washington National Airport Act (54 Stat. 686), as amended, and the Second Washington Airport Act (64 Stat. 770), as amended.

Issued in Washington, D.C., on September 10, 1964.

G. WARD HOBBS,

Director, Bureau of  
National Capital Airports.

[F.R. Doc. 64-9410; Filed, Sept. 16, 1964; 8:45 a.m.]

## [ 14 CFR Part 507 ]

[Reg. Docket No. 1992]

### AIRWORTHINESS DIRECTIVES

#### Douglas DC-8 Series Aircraft

The Federal Aviation Agency has under consideration a proposal to amend Part 507 of the regulations of the Administrator to include an airworthiness directive for Douglas Model DC-8 Series aircraft. Notice of Proposed Rule Making published in 28 F.R. 10753, required inspection of the wing flap drive link assembly and rework or replacement of any parts found cracked. In view of the comments received and as a result of